

**Top Secret**



DIRECTORATE OF  
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## *Imagery Analysis Service Notes*

26 March 1971

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The IMAGERY ANALYSIS SERVICE NOTES is a periodic publication of the DDI Imagery Analysis Service, the departmental PI organization of CIA.

This publication highlights significant or timely intelligence items derived from photography.

The interpretations in this publication represent preliminary views which are subject to modification in the light of further information and more complete analysis.

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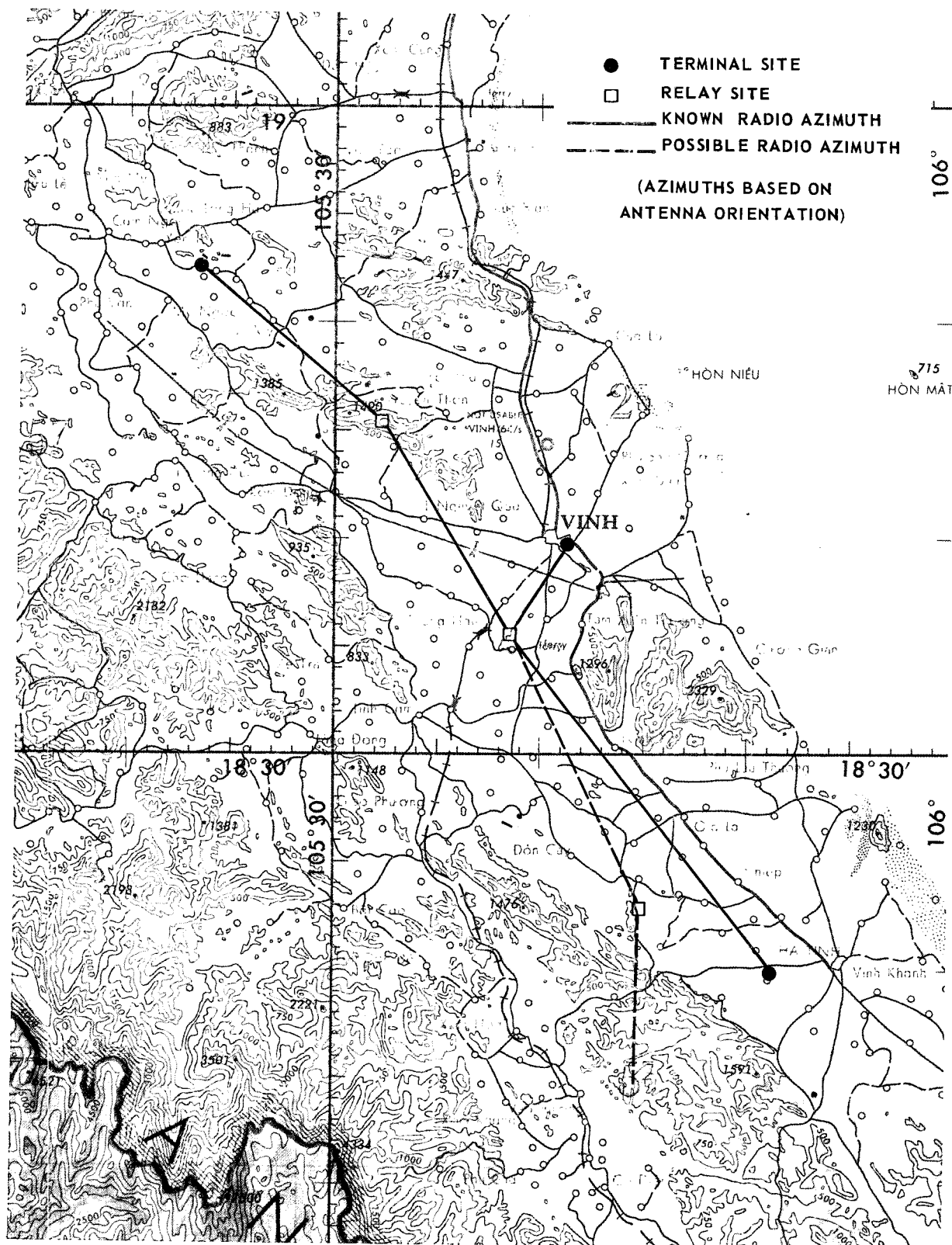


FIGURE 1. MICROWAVE SYSTEM IN THE NORTH VIETNAMESE PANHANDLE, [REDACTED]

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NORTH VIETNAM

Microwave System Being Reestablished in the Panhandle

The North Vietnamese are reestablishing a microwave radio relay system in the southern part of the country. It replaces a microwave system which was partially dismantled and deactivated in early [REDACTED] The earlier system had been a major source of intercepted communications about south-bound infiltration groups. 25X1D

25X1D      Photography of [REDACTED] reveals that the new system contains at least three confirmed terminal sites and two confirmed, one probable and one possible relay sites (see Figure 1). There are probably additional sites which have not been covered on available photography.

This microwave net can be identified on photography as the RVG-950 system. It consists of transistorized battery-powered equipment that is highly mobile. The equipment was reportedly imported [REDACTED] in 1969 and has been subsequently observed throughout North Vietnam. 25X1C

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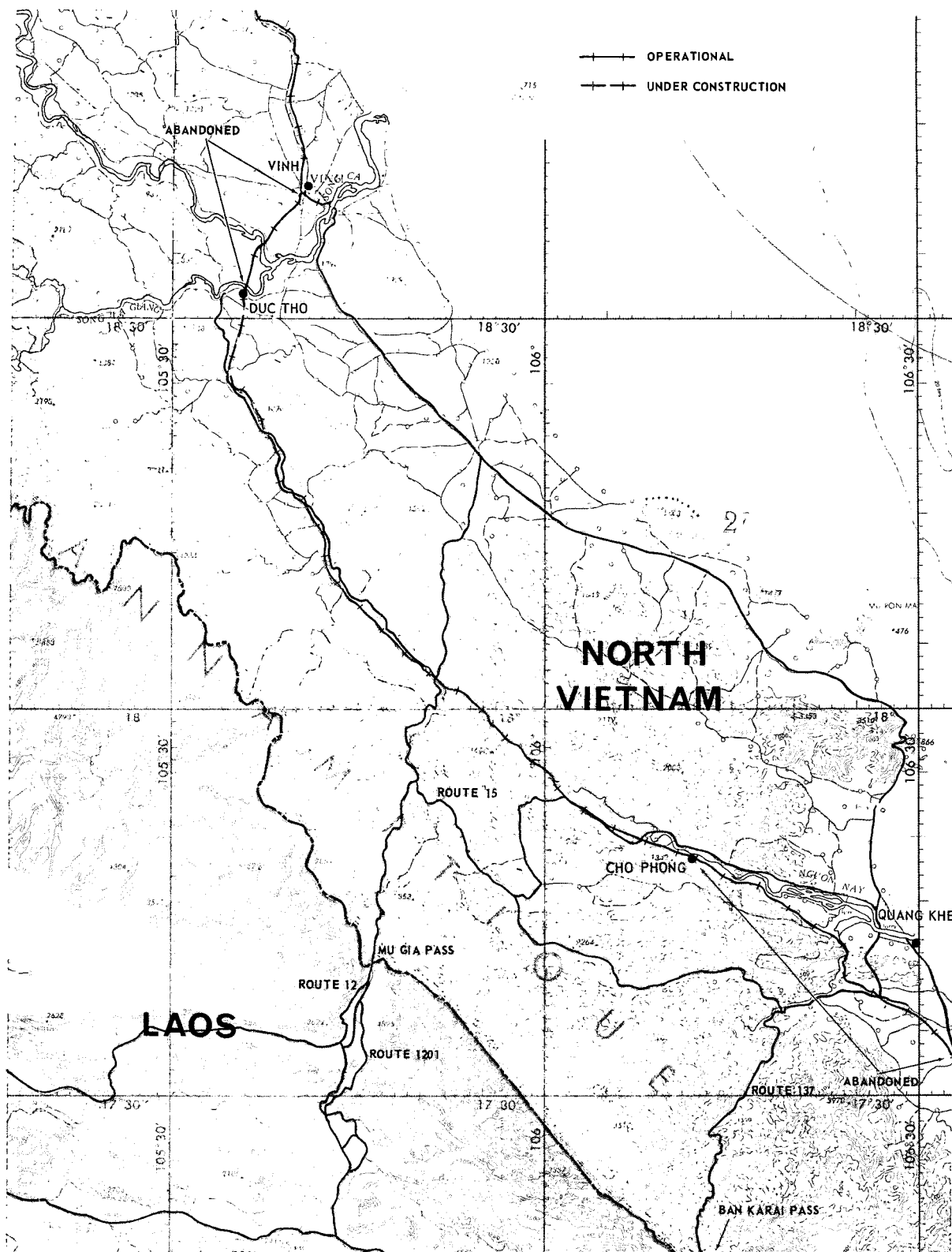


FIGURE 2. ROUTE OF LIGHT-CAPACITY RAIL LINE BEING RECONSTRUCTED IN NORTH VIETNAM

PANHANDLE

25X1D

NORTH VIETNAM

Light-Capacity Rail Line Being Reconstructed

The North Vietnamese are rapidly reconstructing a light-capacity metergauge rail line in the southern part of the country between Duc Tho and Cho Phong. This line was originally part of the old French-built Hanoi to Saigon rail line. It was reconstructed by the North Vietnamese [ ] and was subsequently damaged by US airstrikes.

25X1D

The present reconstruction started some time after [ ] and is nearing completion. On photography of early [ ] about 46 nm of the 58-nm rail line was already being used (see Figure 2). All major bridges along the rail line were either complete or nearing completion. If the present construction pace is maintained, the entire route could be open by the end of [ ]

25X1D

25X1D  
25X1D

When the line is fully operational, goods can be transferred from barges in the Song La Giang (river) directly to rail cars and transported southward. Active rail-to-truck and rail-to-barge transfer areas are already present along the operational portion of the rail line. POL drums, crates, logs and covered cargo have been seen at these locations.

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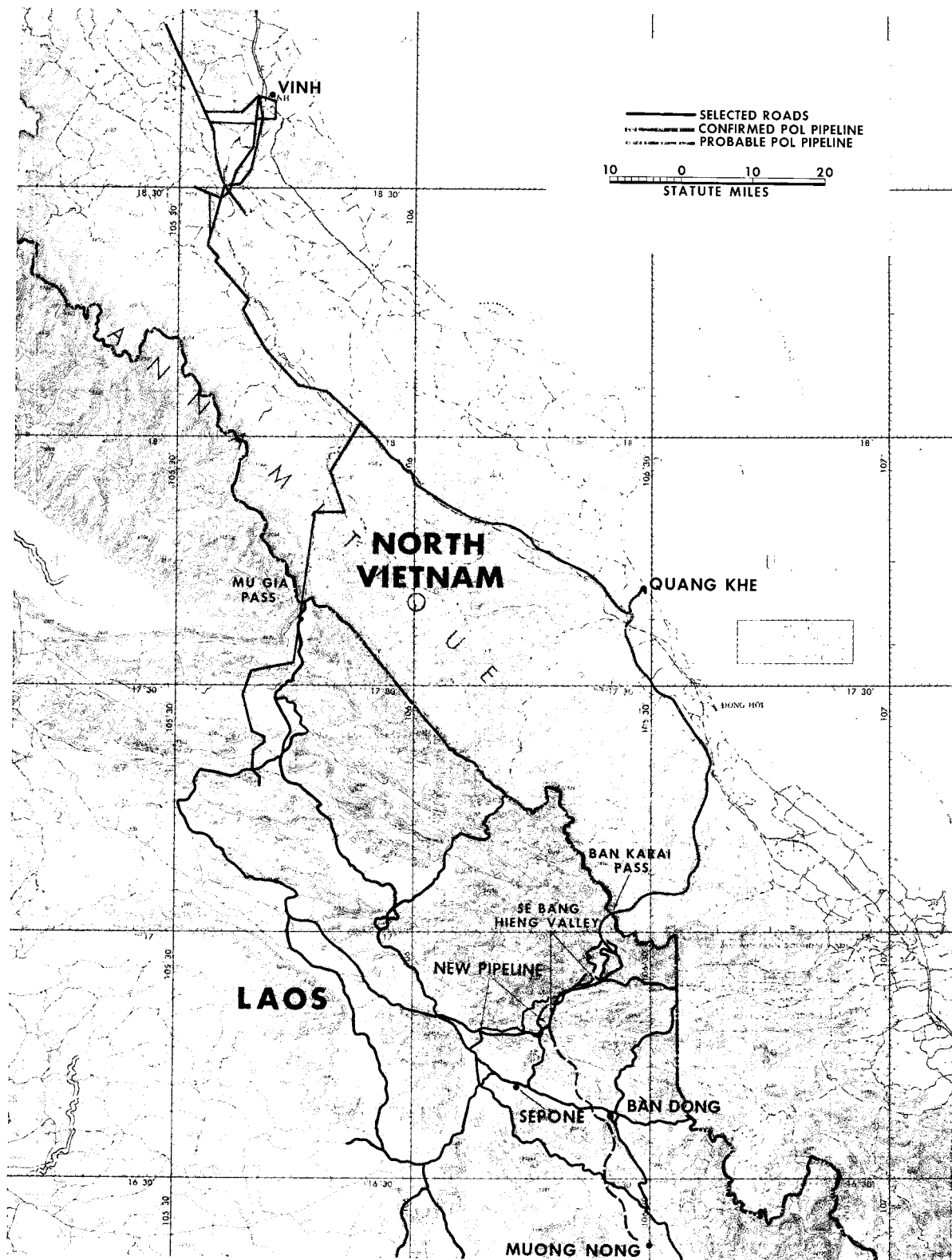


FIGURE 3. POL PIPELINES IN NORTH VIETNAMESE AND LAOTIAN PANHANDLES,

25X1D



LAOS

North Vietnamese Reroute POL Pipeline North of Sepone

25X1D

Photography [ ] reveals that the North Vietnamese have added a 9-nm spur to the POL pipeline in the Laotian panhandle, probably to supply POL to logistics forces bypassing Sepone. The new spur extends from the Se Bang Hieng Valley westward to a road system which bypasses Sepone

25X1A

[ ]

The North Vietnamese have previously demonstrated the ability to rapidly relocate POL pipeline. Earlier in the dry season they constructed a 7-nm spur bypassing a segment of POL pipeline near the Se Bang Hieng (river) which had been interdicted by US Air Force saturation bombing in late 1970 - early 1971.

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